यह कहना चाहता हूं कि यह पीठासीन अधिकारी के अधिकार क्षेत्र की बात है, इसमें सरकार न तो कुछ कर सकती है और न कोई टिप्पणी कर सकती है।

जहां तक अन्य बातें, जो उठायी गयी हैं, यद्यपि विदेश मंत्री जी ने बहुत कुछ कल उन बातों का उल्लेख किया है, फिर भी, कुछ रह जाता है या जैसे प्रो. राम देव भंडारी जी ने या हमारे दूसरे डीएमके के साथियों द्वारा जो बातें कही गयी हैं कि उनकी पुष्टि कर ली जाए और पुष्टि के बाद जो समुचित कदम उठाया जा सकता है, उस दिशा में सरकार विचार करे, तो इस संबंध में, मैं सदन की जो भावनाएं हैं, उनसे माननीय विदेश मंत्री जी को अवगत करा दूंगा। यदि फिर भी, कोई एग्रीमेंट से संबंधित बात है और वह रह जाती है, तो माननीय उपसभापति महोदय, मैं इस सदन के सामने बड़े अदब के साथ यह बात रखना चाहता हूं कि इस विषय पर सरकार चर्चा कराने के लिए तैयार है। बिजनेस एडवाइजरी कमेटी में भी इसके बारे में बात हुई है, जब चर्चा होगी, उन बिंदुओं को उस समय भी उठाया जा सकता है। इसलिए यह जो आज की बात है, वह राजदूत और उसके आचरण तक ही सीमित रहे। जहां तक सरकार की ओर से कोई कार्यवाही किए जाने का संबंध है, जो माननीय सदस्यों ने अपनी भावनाएं व्यक्त की हैं, उन भावनाओं से मैं माननीय विदेश मंत्री जी को अवगत करा दूंगा।

DR. V. MAITREYAN: The whole House is ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No clarifications will be allowed because it has not been taken up under any Rule. I cannot ask the External Affairs Minister who is not present. He has said that he will inform the External Affairs Minister about the sentiments of the House. The matter should end here. ...*(Interruptions)*... Now, we shall take up...*(Interruptions)*...

SHRI V. NARAYANASAMY: Sir, they are...*(Interruptions)*...

DR. V. MAITREYAN: Sir, except Mr. Narayanasamy, everyone is ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: No, no. ...*(Interruptions)*... It is not going to ...*(Interruptions)*...

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, the Minister has just ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: He has said that he will inform...*(Interruptions)*... That is what he has...*(Interruptions)*...That matter is over. *(Interruptions)* Now, we shall take up The Inland Vessels (Amendment) Bill, 2005. Hon. Minister for Shipping, Road Transport and Highways, Shri T.R. Baalu to move the Bill. *(Interruptions)*

GOVERNMENT BILLS

The Inland Vessels (Amendment) Bill, 2005

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU): With your permission, I beg to move:

"That the Inland Vessels (Amendment) Bill, 2005 further to amend the Inland Vessels Act, 1917, be taken into consideration."

...(Interruption)...

MR. DEPUTY CHAIRMAN: He has stated that he will inform the Foreign Minister about the sentiments of the House. *...(Interruptions)....*

SHRI T. R. BAALU: The Inland Vessels Act, 1917 (1 of 1917), is an Act consolidating the enactments relating to inland vessels. It is a comprehensive Central legislation with all aspects concerned therewith, namely, inland water limits, registration, survey, certificate of competency, licensing of masters and crew, investigation into casualties, protection and carriage of passengers, insurance against third party, etc. *...(Interruptions)...* The State Governments are vested with executive powers under the Act. *...(Interruptions)....*

MR. DEPUTY CHAIRMAN: He has stated that he will inform the Foreign Minister. *...(Interruptions)...* That is what he has said. *(Interruptions)...* That matter is over. *(Interruptions)...*

श्रीमती सुषमा स्वराज (मध्य प्रदेश): सर, संसदीय कार्य मंत्री जी के बयान से हम बिल्कुल भी संतुष्ट नहीं हैं ...**(व्यवधान)**... सर, हम इनके बयान से बिल्कुल भी संतुष्ट नहीं है, इसलिए हम वॉक आउट कर रहे हैं ...**(व्यवधान)** यह सरकार तो कुछ भी कहती रहेगी ...**(व्यवधान)**...

(At this stage some hon. Members left the Chamber.)

MR. DEPUTY CHAIRMAN: Nothing will go on record except the Minister. *(Interruptions)....*

SHRI T. R. BAALU: The Inland Vessels Act, 1917 (1 of 1917), was last amended in the year 1977 and since then several major developments have taken place in the inland water transport sector.

....(Interruptions)...

Some of the important developments are declaration of the three National Waterways and constitution of the Inland Waterways Authority of India. The three National Waterways that were declared are

(i) Allahabad-Haldia stretch (1,620 kms) of the Ganga-Bhagirathi-Hooghly river system in 1982;

(ii) Sadiya-Dhubri stretch (891 kms) of the Brahmaputra river in 1988; and

(iii) Kottapuram-Kollam stretch of the West Coast Canal along with Champakara Canal and Udyogamandal Canal (205 kms) in 1992.

...(Interruptions)...

MR. DEPUTY CHAIRMAN: Nothing will go on record except the Minister. *(Interruptions)...*

SHRI T. R. BAALU: Three more waterways are under consideration of being declared as National Waterways. There are some other waterways being developed by the State Governments. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*...

SHRI T. R. BAALU: The Inland Waterways Authority of India is constituted for development, maintenance and regulation of the National Waterways for shipping and navigation. *(Interruptions)*...

MR. DEPUTY CHAIRMAN: Nothing will go on record except the Minister. *(Interruptions)*...

SHRI T. R. BAALU: The Government, having recognised the need to actively promote the inland water transport sector so that it has a reasonable share in the inter-modal mix of transport, is giving the much needed thrust to revive this neglected mode of transport. With the likely increase in inland water transport system in the country, a review of the existing statutory provisions relating to inland vessels was considered necessary.

A Committee under the Chairmanship of the Joint Secretary (Transport) was set up in August 1991 for the purpose. The Committee comprised members representing, among others, concerned State Governments, namely, West Bengal, Kerala, Bihar, etc.

DR. V. MAITREYAN (Tamil Nadu): We can't accept this. We are walking out. ...*(Interruptions)*...

(At this stage some hon. Members left the Chamber.)

SHRI T. R. BAALU: In all, 128 amendments to the Inland Vessels Act, 1917, were recommended by the Committee with a view to updating it having regard to the present day operational developments.

SHRI RAVULA CHANDRA SEKAR REDDY (Andhra Pradesh): We are also walking out. ...*(Interruptions)*...

(At this stage some hon. Members left the Chamber.)

SHRI T. R. BAALU: The recommendations of the 1992 Committee were reviewed by a Group constituted in 2002 with the IWAI and representatives of the State Governments of Kerala, West Bengal and Goa. The Group suggested deletion of 36 amendments proposed by the 1992 Committee and recommended 92 amendments. These were further reviewed by the Ministry and the primary 68 amendments in 14 categories are covered in the present Bill.

The Inland Vessels (Amendment) Bill, 2005, to. amend the Inland Vessels Act, 1917, was introduced in the Rajya Sabha on 8th December, 2005. The Bill was referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture by the Hon'ble Chairman of the Rajya Sabha for examination and report.

The Department-related Parliamentary Standing Committee submitted its Report as the 100th Report on the Inland Vessels (Amendment) Bill, 2005, in which it has

recommended certain amendments to the Bill. The Department has considered the recommendations of the Parliamentary Standing Committee and agrees with the recommendation with regard to increasing the period of validity of temporary permit as per clause 5 of the Bill which is proposed to be increased from 30 days to 45 days. As regards other recommendations of the Parliamentary Standing Committee, the Department of Shipping feels that these recommendations are not acceptable at present.

The salient features of the proposed amendments in the Bill are:-

Extension of inland water limits to include smooth and partially smooth waters and waters up to maximum significant wave height of 2 metres. This will result in extensive use of inland waters by inland vessels which otherwise are not permitted to go beyond prescribed limits.

Inclusion of dumb barges to be towed by the mechanically propelled vessels in the definition of mechanically propelled vessels, which are currently outside the ambit of the Inland Vessels Act, 1917.

Dividing the inland water area into three zones based on maximum significant wave height criteria through notification by the respective State Governments to facilitate safety of vessels by providing suitable construction and manning norms based on operating conditions and also to provide for flexibility of classification of inland waters into different zones.

Extending the validity of certification of registration, competency or licence or crew of inland vessels issued by one State Government to other States in order to provide relief to the vessel owners and crew and issuance of temporary permit by the surveyor pending the issue of the certificate survey in the interest of overall development of inland water transport sector.

Liberalising the criteria of transfer of certificate of registration to avoid hassles to the owners carrying out inter-State operation. Making provision for induction of suitable trained manpower of the Army, the Navy and the Coast Guard into inland water transport fold to address the problem of shortage of manpower in the inland water transport sector.

Amendment of Section 54C so as to make Section 134 and Chapters X, XI and XII of the Motor Vehicles Act, 1988, applicable in relation to mechanically propelled vessels with certain modifications and also to provide insurance of vessels against third party risks, compensations for accidents and Claims Tribunal, etc.

Empowering the State Governments for prescribing the requirements of (i) hull, equipment, machinery in respect of inland mechanically propelled vessels; (ii) life saving appliances and (iii) apparatus required for communication and navigation in the interest of enhanced safety.

Providing for prohibition of discharge oil, oily mixture, hazardous chemical or obnoxious chemical at inland port, power of entry and inspection and power to the Central Government for making rules for prevention and control of pollution, punishment for contravention of the provisions of this Chapter and rules made thereunder.

This august House will appreciate that the amendments proposed in the Bill are required and the need of the hour is for smooth operation of inland vessels in the context of overall development of the inland water transport sector, which I hope will be accepted by this august House.

The question was proposed.

श्री एस.एस. अहलुवालिया (झारखंड): उपसभापति महोदय, मैं अंतर्देशीय जलयान (संशोधन) विधेयक, 2005 का समर्थन करने के लिए खड़ा हुआ हूँ।

महोदय, भारत को नदियों का देश माना जाता है। नदियाँ यहाँ पूजी भी जाती हैं। चाहे वह पूर्व की नदियाँ हों, चाहे पश्चिम की हों, चाहे दक्षिण की या चाहे उत्तर की हों, भारत में नदियाँ पूजी जाती हैं। 'जल ही जीवन है' कह के माना जाता है। भारत को प्रकृति का एक आशीर्वाद है कि हमारे यहाँ करीब साढ़े 14 हजार किलोमीटर की संचार एवं नौचालन की व्यवस्था प्रकृति-प्रदत्त है, जिसमें कैनाल और मोटराइज्ड क्राफ्ट द्वारा नेवीगेशन करके चलाया जा सकता है, वैसी करीब 5 हजार 7 सौ किलोमीटर है।

महोदय, हमारे यहाँ सड़कें हैं, हमारे यहाँ रेलवे ट्रैक हैं, हमारे यहाँ हवाई जहाज की भी व्यवस्था है। परन्तु ये सारे ट्रैक को तैयार करने के लिए, एक एयरवेज़ के नेवीगेशन सिस्टम बनाने के लिए या एक रेल ट्रैक, रेल का जाल बिछाने के लिए या 4 लेन हाइवे बनाने के लिए जितना खर्च होता है, अगर उस एस्टिमेट का सिर्फ 5 से 10 प्रतिशत इनलैंड वाटरवेज़ में लगाया जाए, तो शायद हम बहुत ऊँचाइयों को छू सकते हैं। इससे हम अपने ग्रामीण इलाकों को जोड़ सकते हैं। सिर्फ ग्रामीण इलाकों को उद्योगों से ही नहीं, परन्तु ग्रामीण इलाकों से जो रॉ मैटीरियल पहुँचता है, उसको भी जोड़ सकते हैं।

महोदय, यह बिल लाने के पहले 10th डेवलपमेंट प्लान में, जब 2001 में इनलैंड वाटर ट्रांस्पोर्ट पॉलिसी डॉक्यूमेंट तैयार हुआ, तो इत्तिफाक से उस वक्त एन.डी.ए. की सरकार थी। जब यह इनलेंड वाटर ट्रांसपोर्ट पॉलिसी डॉक्युमेंट तैयार हुआ तो उस वक्त, जिन नेशनल वाटरवेज सिस्टम को पांच भागों में जोड़कर नेशनल वाटरवेज के बीच लाना था, उन में उत्तर-पूर्व में आसाम के सिलचर इलाके में बहती बराक नदी, काकीनाडा मरकोनम कैनाल इंटीग्रेटेड विद गोदावरी एंड कृष्णा रिवर, ईस्ट-कोस्ट कैनाल इंटीग्रेटेड विद भ्रामनी रिवर और एक्सटेंशन ऑफ नेशनल वाटरवेज 3, पूर्व भारत में दामोदर वैली कैनाल और सुंदरवन रिवर के सिस्टम को भी जोड़ना था।

महोदय इनलेंड वैसल एक्ट काफी पुराना एक्ट था जबकि देश स्वाधीन नहीं हुआ था। यह 1917 का एक्ट है और इसका 1977 में संशोधन किया गया था। उस वक्त हम ने कुछ important वाटरवेज, नेशनल वाटरवेज डिक्लेअर किए थे। उस में पहला इलाहाबाद हल्दिया स्ट्रेच ऑफ द गंगा भागीरथी हुगली रिवर था, दूसरा सतिया धुबरी स्ट्रेच ऑफ ब्रह्मपुत्र रिवर था और तीसरा कोलम कोट्टापुरम स्ट्रेच ऑफ वेस्ट कोस्ट कैनाल एंड व चप्पकारा एंड उद्योग मंडल कैनाल था। इन को जोड़ा गया था। इसके साथ-साथ हमने इनलेंड वाटरवेज अथॉरिटी को रेगुलेट करने के लिए एक रेगुलेटिंग अथॉरिटी बनाने की भी कल्पना की थी। महोदय, हमारे सामने आज जो बिल है, उस में हम मुख्यतः कह रहे हैं कि, "compatibility of insurance for mechanically propelled vessels against third party risks in line with provisions of Motor Vehicles Act of 1988 and Prevention and Control of Pollution in inland waters." इस में जो हमारे स्टीमर थे, फेरी थीं जिन का कहीं लाइसेंस होता था, कहीं नहीं होता, इन को अब हम

लाइसेंस के दायरे में ला रहे हैं, सेफ्टी मेजर्स को लाया जा रहा है और जहां से चलती है, जहां रुकती है, पैसेंजर्स को चढ़ने, माल ढुलाई करने, जहां पर माल उतरता है या पैसेंजर्स उतरते हैं, वहां उन के उतरने की व्यवस्था का प्रावधान है और जैसे रेलवे के प्लेटफार्म्स बनते हैं यहां पोर्ट में जेटीज बनेंगे। हम ने पहले ही संशोधन करते हुए प्राइवेट पोर्ट के लिए लाइसेंस देना शुरू किया है, लेकिन वे अभी तक कोस्टल एरिया में सीमित हैं, लेकिन जब इनलेंड वाटर सिस्टम के लिए हम इन की अलग-अलग व्यवस्था करेंगे तो इन के आने-जाने की व्यवस्था होगी।

महोदय, पॉल्यूशन के प्रति जागरूक होने का एक बड़ा कारण यह था कि पुराने स्टीमर्स की लाइफ का पता नहीं रहता था और दरिया के इस किनारे से उस किनारे तक लोगों को पार कराने के लिए या एक गांव से दूसरे गांव में माल ढुलाई के लिए उस का प्रयोग किया जाता था और जो जहां हुआ "मोबिल" या जला हुआ तेल अगर डिस्चार्ज करना है तो वह नदी में या इनलेंड वाटर में ही डिस्चार्ज करते थे। इस कारण जल प्रदूषित होता था। अब जागरूक होकर यह नियम बनाया गया कि अगर कोई वैसल ऐसा करता है तो जिस तरह हम कहते हैं कि पॉल्यूशन कंट्रोल यूनिट लगाना पड़ेगा, उसी तरह आज जो नई तरह के वैसल्स आ रहे हैं उन में ऐसे पॉल्यूशन कंट्रोल यूनिट लगे-लगाए आते हैं जिस से कि पॉल्यूशन को कंट्रोल किया जा सके और वे जल को प्रदूषित न कर सकें।

महोदय, कभी हम सोचें कि पैसेंजर मूवमेंट कितनी होती है, तो इसको कई हिस्सों में बांटा गया है। पैसेंजर मूवमेंट फेरी एक्रोस द रिवर शॉर्ट स्क्रेचेस में टूरिज्म बेस्ट पैसेंजर्स भी हैं, डेली पैसेंजर्स भी हैं। टूरिज्म में गोवा, केरल, सुन्दरवन और नॉर्दन रीजन्स आते हैं, लेकिन उसके साथ-साथ अब कोलकाता में देखिए, हावड़ा के उस पार से होकर कोलकाता में आने के लिए तीन ब्रिज हैं, किन्तु उसके बावजूद फेरी चलती है। मुंबई में गेटवे ऑफ इंडिया से नवी मुंबई जाने के लिए लोग प्रेफर करते हैं कि ट्रेन या गाड़ी से अच्छा है कि वे हूवर से चलें, क्योंकि वह फास्ट है। वैसे ही केरल में हैं। केरल में जो डेनसिटी ऑफ पापुलेशन है या कॉंटीन्यूअम, जो यह सड़क के किनारे कहीं भी खाली जगह नहीं मिलती है, मकान बने हुए हैं, गांव के साथ गांव जुड़ा हुआ है, शहर के साथ शहर जुड़ा हुआ है। एक जगह से दूसरी जगह जाने में ट्रेफिक से जो दिक्कत होती है, देरी होती है, तो लोग फेरी से या कैनाल के माध्यम से इनलैंड वाटर से जल्दी पहुंचने की कोशिश करते हैं। इससे उनका एक ट्रेवल टाइम बचता है और कोस्ट भी बचती है।

महोदय, कोचि मेट्रो एरिया में एक सर्वे किया गया था। केरल के कोचि मेट्रो एरिया में एक सर्वे किया गया और उसमें यह पाया गया कि अगर यह इनलैंड वाटर सिस्टम यूज किया जाए, तो आदमी वेसेल्स के माध्यम से अपने डेस्टिनेशन पर द्रुत गति से पहुंच सकता है, बजाय कि बस से जाए या अपनी गाड़ी से जाए।

महोदय, हमारे यहां कई इलाके ऐसे हैं, जैसे पश्चिमी बंगाल है, केरल है, गोवा है, वहां हमने देखा है कि लोग रोल-ओन-व्हीक्लस, मतलब एक जगह से दूसरी जगह जाना है, तो ब्रिज से नहीं चलते, गाड़ियां ही उसके ऊपर चढ़ जाती हैं और एक इलाके से दूसरे इलाके पहुंच जाती हैं। जैसे पंजिम से माफसा जाना है, तो अगर आदमी बाइ रोड जाता है, तो उसे बहुत लंबा रास्ता पड़ता है, मगर वह फेरी के माध्यम से जाय, तो बहुत जल्दी पहुंच जाता है। अगर हम टूरिज्म का ख्याल करें, तो आप देखें कि केरल में, अलापोजा में, कोजीकोड में वहां पर हाऊस-बोट्स और टूरिज्म लिए बहुत सारे आयाम इस इनलैण्ड वाटर सिस्टम के माध्यम से यूज कर रहे

हैं और आजकल तो जो मूवमेंट होती है, जैसे गोवा में गोवा की माण्डवी, जुआरी, कमबर्जुवा सिस्टम जो है, इनलैण्ड वाटर सिस्टम, ...(व्यवधान)...

SHRI SHANTARAM LAXMAN NAIK (Goa): Ahluwaliaji, you are entering into my territory. ...*(Interruptions)*...

SHRI S. S. AHLUWALIA (Jharkhand): I am speaking for everybody. Don't think I am speaking only for myself. I am speaking for everybody because where I live, there is no river. So, when I speak, I speak for the Muslim League also, I speak for you also. Why are you worried? I am pleading everybody's case. Now, I will come to Kashmir also. I started from the Barrak Valley and I will now come to the Kashmir Valley. When we talk of houseboats, although these started in Kashmir, but we remember Kerala because for quite a long time the houseboats in Kashmir had been non-functional.

That is why we have forgotten about the Shikara. Those who could not go, like me, to Kashmir to see this but they might have seen it in different pictures and documentary films how they use the inland water as their lifeline, how the rural Kashmiri people earn their bread and butter, how they bring flowers and other vegetables from different unapproachable areas to the cities through the inland water system. So, the same thing is in Kerala and same thing is in Northeast or the Eastern part of the country. तो inland water system को अगर develop करना है, तो उसके लिए सबसे बड़ी जरूरत उसकी टैक्नोलॉजिकल और फिज़िबल वाइब्लिटी की है। महोदय, कानून तो बनाया है, हमारे विद्वान मंत्री श्री टी.आर. बालू साहब ड्रेजिंग कारपोरेशन के भी मंत्री हैं। हमारे यहां ड्रेजिंग नहीं होती, rivers की ड्रेजिंग नहीं होती, केनाल्स की ड्रेजिंग नहीं होती और हम लोग जो रोज बाढ़ का विषय उठाते हैं उसका मूल कारण यही है कि जब नदी की तलहटी में, तलहटी का V शेप होता है, मलबा जमने लगता है तो वह उल्टा हो जाता है, V शेप उल्टा होकर A शेप बन जाता है और जब A शेप बन जाता है तो बीच का पानी चारों तरफ बिखरने लगता है। Water keeps its level. Wherever it gets slope, it goes there. So, it does not wait whether it is T.R. Baalu's house or Prasanta Chatterjee's house or Shantaram Naik's house. It does not wait. It will flow in that way. तो inland water को अगर उसमें चलाना है तो सबसे पहले जरूरी है कि इन rivers का और inland water system का, केनाल्स का ड्रेजिंग होना चाहिए। ड्रेजिंग सिर्फ vessels से नहीं होता। आप हमारी भारतीय परम्परा के हिसाब से पुराने चित्रकारों के बनाए हुए चित्र अगर देखेंगे तो चित्रकारों ने जो चित्र बनाया होता है - सूरज ढल रहा है, गाछों का दृश्य है, नदी में एक नौका जा रही है, नाविक उसको खे कर किनारे ला रहा है और ढोकर क्या ला रहा है? बालू ला रहा है। वह बालू क्या है? वह बालू बेसिकली नदी की तलहटी से निकाला हुई सिल्ट है और उस सिल्ट को निकालकर वह किनारे ला रहा है। जब किनारे लाया जाएगा तो मैं समझता हूं कि यह जो यूरिया बेसड् फर्टिलाइज़र कारपोरेशन आफ इंडिया है, इसकी जरूरत नहीं पड़ेगी, केमिकल बेसड की जरूरत नहीं पड़ेगी। The best organic fertiliser is the silt of rivers और यही कारण है कि जब बाढ़ आती है तो वह सिल्ट ऊपर आता है और सिल्ट जब ऊपर आता है तो हमारे खेत में घुसता है और इसलिए बाढ़ के बाद जो फसल होती है, वह सबसे बढ़िया होती है, उसका कारण ही यह है। तो हम पॉल्यूशन की जब बात करते हैं, तो सिर्फ उस पॉल्यूशन की, जो आंखों से दिखता है, ही बात न करें, बल्कि पॉल्यूशन जो रिवर के बेड में एन्वॉयरमेंट को खराब कर रहा है, उसकी बात भी करें और उसकी बात करने के लिए मैं समझता

हूं कि जब हम ड्रेजिंग शुरू करेंगे और हमारे ड्रेजर जब एक छोर से लेकर दूसरे छोर की तरफ जाएंगे तो बीच में गांव आएंगे और जब वे ड्रेजिंग करके नदी से मलबा निकालेंगे तो उसको बीच में जरूर उतारेंगे और बीच में गांव आएगा, जहां के नौजवानों में बेरोजगारी है, अनआरगेनाइज्ड सैक्टर में लोग पड़े हुए हैं, वहां बेरोजगारी है, उनको रोजगार नहीं मिलता है, वे उसको अनलोड करने के लिए काम करेंगे और खेतों में उसे बिछाने का काम करेंगे तो उनको रोजगार मिलेगा। कल को जब वहां एक प्लेटफार्म बन जाएगा, उनके गांव के बाहर एक प्लेटफार्म बन जाएगा तो जो सपना हमारे पूर्व पुरुषों का रहा कि गांव की चीज शहर में तुरंत पहुंचे, जो perishable goods हैं, वे तुरंत पहुंचे और उसकी कीमत उन्हें मिल सके, तब वे यह सपना साकार कर सकेंगे। इसका प्रयोग हम उसमे भी कर सकते हैं। यह करने के लिए हमें जरूरत है कि dredging की जाए। जैसे आप गाड़ी निकालते हो, गाड़ी का स्पीडोमीटर बना लेना कि यह 250 किलोमीटर की स्पीड पर चलेगी, पर स्पीडोमीटर बनाने से पहले सड़क की अवस्था देखिए, कहीं ऐसा न हो कि 250 किलोमीटर की स्पीड पर मैंने गाड़ी चलाई और चक्का ऐसा जंप किया कि उसका शॉक-ब्रेकर टूट गया और चलाने वाले की गर्दन टूट गई। जब आप vessel को लाएंगे, जब आप इन सारी चीजों को लाएंगे, तो नयी चीजें आएंगी, नए लाइसेंस आएंगे, नया सिस्टम आएगा, किंतु उसे चलना तो canal के अंदर है, inland water के अंदर चलना है, अगर उसकी सफाई नहीं होगी, तो वह चल नहीं सकता। इसीलिए river cleaning, dredging and navigation training के लिए भी प्रावधान करना पड़ेगा, लेकिन आप navigation training के लिए, dredging training के लिए और river training के लिए उसका इंस्टीट्यूट चेन्नई में बना देंगे या कन्याकुमारी में बना देंगे, तो नॉर्थ इंडिया के लोग या ईस्टर्न इंडिया के लोग या वैस्टर्न इंडिया के लोग उस ट्रेनिंग से वंचित रहेंगे। अगर बनाने ही हैं, तो ऐसे 4 इंस्टीट्यूट बनाइए, जहां पर ये लोग अपनी IIT की ट्रेनिंग ले सकें और आपकी manpower तैयार हो। आप जब vessel लाएंगे, जब इस नयी पालिसी के हिसाब से, नए कानून के हिसाब से नए vessel आएंगे, उनको चलाने के लिए, उनके रख-रखाव के लिए और उनके navigation के लिए आपको skilled हाथों की जरूरत पड़ेगी और इसके लिए manpower planning की भी जरूरत है, उसका उल्लेख इसमें नहीं है।

उपसभाध्यक्ष महोदय, आज की तारीख में माल ढुलाई का जो total potential है, वह करीब 1,000 billion tonnes per kilometre है, पर आज की तारीख में हमारे कार्गो की मूवमेंट 1.5 billion tonnes per kilometre के हिसाब से हो रही है। इस potential को achieve करने के लिए जिस infrastructure की जरूरत है, वह built-up हुआ है या नहीं, मुद्दा यह है और वह infrastructure तैयार करने के लिए मंत्री महोदय कब तक इन सारी चीजों को हमारे सामने ले आएंगे? इन्होंने pollution के लिए भी कहा है, इसके लिए rules बनाने हैं कि कैसे कंट्रोल करना है। वैसे तो 9 फरवरी, 2001 को Inland Water Transport Policy जब declare हुई थी, तो उस वक्त बड़ी details बनाई गई थी कि कैसे-कैसे ये आगे चलेगी। आज आप कानून में संशोधन करने के लिए यह बिल लाए हैं, इसके लिए मैं आपको साधुवाद देता हूं और मैं यह कहना चाहूंगा कि आप अभी जो अमेंडमेंट कर रहे हैं, उसमें pollution के मामले में यह व्यवस्था है कि जो लोग पानी को pollute करेंगे, उनको आप सज़ा देंगे, किंतु इस बिल के अंदर कोई ऐसा प्रावधान नहीं है कि जब आप fine करेंगे, तो वह आदमी कहीं अपील कर सकता है। यह प्रावधान लाने की जरूरत है, क्योंकि अगर वह अपील नहीं कर सकता, तो आपका सिस्टम कहता है कि आपका सर्वेयर विज़िट करेगा और विज़िट करके देखेगा कि अगर वह खराब है, -

"Surveyor shall inspect inland ports, cargo or passenger terminals. If they find in the report that the terminal has not complied with all the required pollution measures, the notice shall be issued. No owner or operator who has been issued such notice shall be allowed work on his port or terminal unless the surveyor certifies that his port or terminal is provided with the necessary equipment in accordance with rules."

हमने रेड-टेपिज़्म के नाम पर इंस्पेक्टर राज की समाप्ति की थी, पर आप इसकी पुनरावृत्ति मत करिए। यहां पर अपील करने का कोई बंदोबस्त होना चाहिए, जहां जिस संस्था को वह अपील कर सके। अगर कोई सर्वेयर इच्छा से किसी को वह clearance certificate नहीं देता है, तो वह कहां जाए? न उसका vessel चल सकता है, न पोर्ट वाले का पोर्ट चल सकता है, आखिर वह जाएगा कहां? वह नहीं चलेंगे, वह बात अलग है, लेकिन उससे वहां की पापुलेशन अलग परेशान होगी, अगर वहां से कोयला जाता है या वहां से iron-ore जाता है या कोई और कच्चा माल जाता है, अनाज जाता है, तो वहां सारा काम रुक जाएगा। ऐसा काम रोकने से पहले आप क्या प्रावधान करेंगे? उसमें time limit होनी चाहिए कि इतने दिनों के अंदर सर्वेयर उसको सर्टिफिकेट देगा, यह प्रावधान भी उसमें हो, यह कहकर मैं इस विधेयक का समर्थन करता हूं। आपने मुझे इस बिल पर बोलने के लिए वक्त दिया, इसके लिए आपका धन्यवाद।

SHRI SHANTARAM LAXMAN NAIK: Sir, I stand here to support the present Bill moved by the hon. Minister. Sir, inland waterways throughout the country are very beautiful just like our rivers, our coastal lines, etc. I remember a song from a film many years back which says and I quote:

"ओ रे ताल मिले नदी के जल में,
नदी मिले सागर में।
सागर मिले कौन से जल में,
कोई जाने ना।"

Although we know that a river meets the sea but where the sea goes we do not know. Nevertheless these rivers of ours, inland waterways are to be maintained. I am happy that Ahluwaliaji has very good knowledge about Goa. He is not there. ...*(Interruptions)*... I will tell you secretly. He has good knowledge about Goa because ...*(Interruptions)*... No, no, I will tell you secretly. ...*(Interruptions)*...

THE. MINISTER OF PANCHAYATI RAJ, MINISTER OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI MANI SHANKAR AIYAR): Excuse me, Sir. I want to bring to the Chair's attention that it is completely against the practices of the House for an hon. Member to speak and then get out before one more person has spoken...*(Interruptions)*... It is a complete violation of the etiquettes that have been circulated. I wish you would please reprimand the gentleman. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no, please. ...*(Interruptions)*... Since it is raised, hon. Member Shri Ahluwalia...*(Interruptions)*... No, please. ...*(Interruptions)*... Shri Ahluwalia has informed me and told me that he is going to attend the Privileges Committee meeting. For that he has gone, and he has gone with my permission, and, in fact, he has done it correctly. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: Sir, what Mani Shankar Aiyarji has said ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): He knows that you are going for the Privileges Committee meeting. ...*(Interruptions)*....

SHRI MANI SHANKAR AIYAR: How has he come to know? ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: I heard you, Sir. ...*(Interruptions)*... Your voice was loud and clear. ...*(Interruptions)*... I heard you inside and that is why I came back ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have explained the position. ...*(Interruptions)*... Since Ahluwalia's name has been taken, let him speak. ...*(Interruptions)*... He can explain since his name has been mentioned.

SHRI S.S. AHLUWALIA: Sir, the point was ...*(Interruptions)*... Sir, before it was started respected and hon. Deputy Chairman was in the Chair. I asked that 3.30 p.m. Privileges Committee meeting is there and you are going to preside over that meeting and I am a Member of that Committee I have to be present in that meeting. Because it is a small Committee, if I do not go, there may not be quorum and they may not be able to take any decision. He said, 'No, no, you finish your speech and then come." Then I requested the present Vice-Chairman, "Can I go?" He said, "Yes, you can go." That is why I left. I know when, Shantaramji is speaking who is a good friend of mine, I cannot run away from the House. ...*(Interruptions)*... But the moment he raised the issue, I came back.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Mr. Mani Shankar did not know it. That is why he criticised it. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: If you permit I can go now. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please, you can go. ...*(Interruptions)*...

श्री रुद्रनारायण पाणि (उड़ीसा): सर, ऐसी व्यवस्था कर दीजिए कि जो भी सदस्य जाएं, वे आपसे बता कर जाएं ...**(व्यवधान)**...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): ठीक-ठीक है, आप बैठिए ...(व्यवधान)...

SHRI SHANTARAM LAXMAN NAIK: Sir, I am happy that Ahluwaliaji has good knowledge of Goa because he was my party observer some years back and he used to be there for about a month permanently in Goa and, therefore, he has got good knowledge about it. I am from Congress. He was my party observer. Barges are the lifeline of the port of Marrhagoa and Panaji. For decades together, these barges take iron ore from the port to the main port, Marmagoa. This transport has been going on for decades together. Therefore, you can understand the relevance of this inland transport when they can take iron ore for decades together to feed a major port in Goa. On that basis you can understand the relevance of this transport. The question is that as far as this Bill is concerned, I would like to make an observation in the beginning that when we conceive of an amendment Bill, on an average — it is unfortunate — it takes about two years till the time the Bill gets introduced in either of the Houses. This is a very sad state of affairs. I am not saying this with respect

to this Ministry. This is with respect to all ministries, that whenever you conceive of an amendment it takes practically two years to get a Bill to be introduced. This system has to be done away with because thereafter to get it effectively implemented it takes another two years. This present Bill is also of the same stature. It was conceived many years back and it has come today. Fortunately, it has come, so you have to welcome it. Secondly, Sir, as far as transport is concerned, whenever the barge owners in Goa are charged sometimes because of environmental pollution etc. they have contended very effectively that all barges operating in Goa are double-skinned vessels and independent square tanks are placed in their engine rooms at a safe distance from the side shelf. There has been no damage to marine environment caused by barge. One incident, which has taken place in 2005 of oil spilt subsequent to a collision, was due to a fuel tank being integrated to the side shelf of the foreign ship going. The barge was a new barge built and maintained under class and conforming to load lines requirements. Therefore, Sir, they have been taking immense care as far as operation is concerned. There is also a mechanism in place by which if the weather turns bad *banias* are warned by way of signals put up by both the ports and the crew do not venture into the sea if the weather turns foul. Vessels, which are at outer anchorage also come ashore in some adverse, weather conditions. Therefore, they are responsibly operating as far as this inland transport is concerned to carry goods to their destination. Despite this, the DG (Shipping) for the last many years have been harassing the barge owners not realising the relevance, the relevance of the goods that they carry to the port, relevance of the export value of these goods and they are time and again being harassed by the Director of Shipping. I would earnestly appeal to the Minister that when this Bill comes, again there is a scope of such harassment. I would give one example. Mr. Ahluwalia touched that point. If an inspector enters the vessel barge and he finds some deficiency he can issue a show cause notice. Fine, but I have never heard that when a show cause notice is issued, operations are stayed. In this Bill, there is a provision which says that the moment a show cause notice is given the entire operation has to be stayed. That means, barge cannot operate despite the fact that no stay has been granted, no restrictions are put. On mere issuing a show cause notice, operations are stayed! This provision is totally bad, unheard of and bringing the Inspector Raj back. I agree on this point. Therefore, kindly examine this specific provision which gives this power.

Secondly, Sir, as far as transportation by inland waterways is concerned, I would say that a number of possibilities do exist in terms of navigatable waterways. This is a Paper submitted on the subject. But the ones that offer some potential are the riverains, inlets along the coast, especially the ones near the ports. Some of the canal systems are a part of a larger waterways development project. A further possibility can considerably open up as and when the Inter-linking of Rivers project in the country is found viable. This last possibility is doubtful at the moment. But this is an expert Paper submitted in this connection.

Thirdly, the most important thing is, today's inland waterways, maybe in Goa, Kerala or anywhere, has the potential for tourism. They are very, beautiful. If you see any inland waterway, it is very beautiful. Therefore, the Ministry of Shipping, Road Transport and Highways and the Ministry of Tourism have to enter into an MoU for the purpose of development of inland waterways, both as a means of

transport and to boost the tourism. Unless both the Ministries cooperate and enter into a MoU this may not be possible, because a lot of expenditure is involved for the purpose of doing this. In Goa, you must know, inland waterways not only used for transportation but also have the tourism potential. There are ferry services from one bank to the other. When we did not have bridges over our rivers, ferry service used to transport people. There are beautiful ferry services in which four or six cars can go at a time. When they go from one end to the other, it takes ten minutes. In those ten minutes journey, people can see the sceneries of Goa and, people do opt to go by ferry rather than by other modes of transport. In Indian and other local films also you find shots of ferry service being commonly taken, because it is a good attraction. Therefore, this kind of ferry service should be operated in other parts of the country where inland waterways are available.

The main question arises is about the river dredging. Unless dredging is done on regular basis, no inland waterways can survive. So, this has to be .done from time to time. But, at the same time, the cost factor is also looked into which is very essential. Therefore, as I said, an MoU has to be entered into by the Shipping Ministry with the Tourism Ministry. If I am not mistaken, to dredge a river, it costs between Rs. 10 crores and Rs. 11 crores per km. This is one of the figures. I do not know whether it is correct. So, to dredge a river you require between Rs. 10 crores and Rs. 11 crores per km. Therefore, considering the commercial viability of a particular inland waterway, these things have to be done. In this sector, according to my information, in the Ninth and Tenth Plans considerable amount of funds were made available and those funds were not utilised. I would like to know from the hon. Minister whether it is a fact. And, secondly, whether our National Maritime Policy has been prepared? I would like to know whether it is in the draft stage or whether the Cabinet has approved the National Maritime Policy. If the National Maritime Policy has been approved, the inland waterways development system is a part of that National Maritime Policy and if it is so, what it is. I would also like to know what are the essential features of this Policy.

I would like to take the hon. Minister to Clause 54(e) of the Bill which deals with prohibition as to discharge of oil, oily mixture, etc., in the inland water. It says,"No oil or oily mixture, hazardous chemical or obnoxious substance from a mechanically propelled vessel shall be discharged in inland water." This is fine. This has to be there. But the question, again, is, in these cases also if you don't regulate the powers of those who are entrusted with inspection of these areas or inspection of barges or the vessels, then, there is a likelihood of misuse of powers.

Because this is a fine and delicate subject. In fact, oil spillage is there. Big ships come on the coastline. They dump oil far away and the coasts of Goa and other places get spoiled with black balls throughout the coastline, spoiling the beauty of coastline. Therefore, this hazard of spilling oil by the big vessels off the coastline is very much there. But as far as these bodies and small vessels are concerned, this aspect has not been dealt with. We have to be cautious and have to rightly take care of it.

Then, comes the question of 54(g), as I pointed out. Section 54(g) refers to the very thing that I said earlier. If an inspector makes an inspection and issues notices, whether that notice will operate as a stay or not, this aspect has to be examined by the hon. Minister.

Lastly, I would like to state that inland waterways are concerned; they are useful means of transport. And, a separate perfect policy has to be enacted as far as development of inland waterways is concerned because the road transport is getting congested. Baluji knows his problems, as far as development of highways are concerned. He knows the congestion that takes place on highways, etc. This is one of the cheapest modes of transports available. Therefore, there is a need to develop this transport system in future.

श्री नन्द किशोर यादव (उत्तर प्रदेश): धन्यवाद उपसभाध्यक्ष महोदय, आपने मुझे इस महत्वपूर्ण विधेयक पर बोलने का अवसर दिया। मैं अंतर्देशीय जलयान (संशोधन) विधेयक, 2005 के समर्थन में बोलने के लिए खड़ा हुआ हूं। इस संशोधन विधेयक पर आदरणीय अहलुवालिया ने जब चर्चा शुरू की तो उन्होंने एक बात इस सदन के सामने रखी कि हमारा देश नदियों का देश है और नदियों के माध्यम से चाहे ट्रांसपोर्ट हो और चाहे पर्यटन हो इस देश में अपार सम्भावनाएं नदियों के माध्यम से हो सकती हैं। लेकिन दुर्भाग्य यह है कि आज जिस पर हम चर्चा कर रहे हैं, आजादी से पहले यह कानून सन् 1917 में बना और सन् 1977 में इसमें संशोधन हुआ। आज देश को आजाद हुए लगभग 60 वर्ष हो गए, जितना हमने अन्य क्षेत्रों में काम किया है, चाहे रेलवे हो, चाहे वायुयान आकाश का क्षेत्र हो जिसके माध्यम से हम परिवहन करते हैं और चाहे हमारा जो राजमार्ग है और इस बात को आदरणीय अहलुवालिया जी ने कहा है कि अभी तक जितनी भी सरकारें बनी चाहे वर्तमान सरकार हो और चाहे इससे पहले की सरकारें रही हों, किसी ने भी इस क्षेत्र में ध्यान देने का काम नहीं किया और जो सरकारें आजादी के बाद बनीं, वे इस क्षेत्र में उदासीन रहीं, किसी आधारभूत संरचना का उन्होंने गठन नही किया। यह क्षेत्र जो अंतर्देशीय जल परिवहन का था, इसका जितना हमको विकास करना चाहिए था, उतना हम विकास नहीं कर सके। बहुत पहले से, जबकि आवागमन के साधन इतने नहीं थे, तो हमारी नदियों के माध्यम से या जो हमारी समुद्री सीमाएं हैं, जो समुद्र हैं, उनके माध्यम से हम पर्यटन का काम, इस देश में करते थे और ट्रांसपोर्ट का काम भी करते थे। आज भी, हम इस क्षेत्र के माध्यम से बहुत कुछ कर सकते हैं। आज जो ट्रांसपोर्ट की भीड़भाड़ है, हमारी सड़कों पर जो इसका असर पड़ रहा है या जो रेलवे ट्रैक पर असर पड़ रहा है, जो कठिनाइयां हो रही हैं, अगर इस क्षेत्र की तरफ हम थोड़ा सा भी ध्यान दें, तो निश्चित रूप से मेरा मानना है कि हम एक तो अच्छा ट्रांसपोर्ट कर लेंगे और पर्यटन को बढ़ावा देने का काम कर लेंगे। जो दूसरी सबसे बड़ी समस्या इस देश में बेरोजगारी की है, इसमें अपार सम्भावनाएं हैं कि ऐसे लोगों को हम रोजी-रोटी से जोड़ने का काम कर सकेंगे, जो अंतर्देशीय जल परिवहन क्षेत्र है, इस पर ध्यान दें, तो हम लोगों को रोजगार देने का भी काम कर सकते हैं।

आदरणीय उपसभाध्यक्ष जी, अंतर्देशीय जलयान अधिनियम, 1917 में जो कानून बना था, वह इस क्षेत्र के नियमों को एकीकृत करने के लिए बनाया गया था। यह जलयानों के विनिमय पर देश का एक केन्द्रीय कानून है। यह कानून जल सीमाएं तय करता है, पंजीकरण करने का काम करता है, इसके माध्यम से हम सक्षमता प्रमाण पत्र देने का काम करते हैं, इंजन चालक अभियंताओं को लाइसेंस देने का काम करते हैं। अंतर्देशीय जलयान कानून जो 1917 में बना और जिसमें 1977 में हमने संशोधन करने का काम किया। उसके बाद से ऐसा नहीं है कि इस क्षेत्र में काम नहीं हुआ है, काम हुए हैं, लेकिन जितनी तेज गति से होने चाहिए थे, उस हिसाब से नहीं हो पाये। राष्ट्रीय जलमार्ग के रूप में तीन जल मार्ग बनाने का काम किया। गंगा-भागीरथी हुगली से इलाहाबाद-हल्दिया प्रखंड को राष्ट्रीय जलमार्ग नम्बर एक का नाम दिया गया।

4.00 P.M.

ब्रहमपुत्र नदी के धुब्री-सदिया प्रखंड को राष्ट्रीय जलमार्ग नम्बर दो कहा गया और पश्चिमी तट कैनाल और चम्पाकारा एवं उद्योग मंडल कैनाल के कोलम-कोट्टापुरम प्रखंड को राष्ट्रीय जलमार्ग तीन के रूप में हमने बनाने का काम किया। अंतर्देशीय जलमार्गों के विकास एवं विनियम के लिए भारतीय जल मार्ग प्राधिकरण की स्थापना की गयी। अंतर्देशीय जल परिवहन संबंधी कार्यकलापों में भारी वृद्धि के कारण जलयानों पर तैनाती के लिए वर्तमान समय में प्रशिक्षित कर्मचारियों की मांग बढ़ी है। जहां हमें अंतर्देशीय जल परिवहन के क्षेत्र में तेजी के साथ विकास करना चाहिए था, वहां कठिनाइयां बढ़ी हैं।

अभी श्री अहलुवालिया जी और कांग्रेस पार्टी के जो सदस्य बोल रहे थे, दोनों ने एक बात बिल्कुल सही कही है कि हमारा जो जलयान मार्ग है, जिन महत्वपूर्ण नदियों, नहरों या झीलों के माध्यम से हमें ट्रांस्पोर्ट करना है, खास तौर पर जो नदियां हिमालय से निकलती हैं, उनमें आज स्थिति यह हो गई है कि बाढ़ के समय में इनके साथ बह कर आने वाली गाद के कारण इन नदियों में पटाव शुरू हो गया है। किन्तु हमने कभी इन नदियों को खोदने का काम नहीं किया है (टाइम बैल)

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): आप कंक्लूड करिए। Please conclude.

श्री नन्द किशोर यादव: जी हां, सर, मैं समाप्त कर रहा हूं। इसी का परिणाम है कि इस देश में हर साल जब मानसून सत्र चलता है, हम बाढ़ पर चर्चा अवश्य करते हैं। अगर हमने इन नदियों को साफ करने का काम किया होता तो बाढ़ की वजह से इस देश में जितनी क्षति होती है, उस क्षति को हम पूरा कर सकते थे।

यह जो विधेयक लाया गया है, इस मंशा से लाया गया है कि उसे लागू करने के लिए, इस क्षेत्र में विकास करने के लिए हम जल क्षेत्र से ट्रांस्पोर्ट और पर्यटन को बढ़ावा दे सकें। इसे करने के लिए सबसे महत्वपूर्ण काम यह है कि हमारी जो नदियां हैं, नहरें हैं, अथवा झीलें हैं, जिनके बीच से हमें ट्रांसपोर्ट का कार्य करना है, चाहे वह गंगा हो, ब्रह्मपुत्र हो या घाघरा हो, इन नदियों में तेजी से पटाव हो रहा है और अब यह नदियां कम गहरी रह गई हैं, इसलिए इन्हें साफ करने की आवश्यकता है ...(व्यवधान)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन): अब आप समाप्त कीजिए।

श्री नन्द किशोर यादव: सर, बस मैं समाप्त ही कर रहा हूं, एक मिनट और दीजिए।

दूसरी महत्वपूर्ण चीज़ पर्यावरण एवं प्रदूषण है। जिन-जिन महानगरों से हमारी ये नदियां गुज़रती हैं, इनमें उन महानगरों से निकला हुआ कूड़ा-कचरा और गंदगी गिरने की वजह से भी इन नदियों के स्वरूप में पटाव आता जा रहा है। हमें इस तरफ अवश्य ध्यान देना होगा। पर्यावरण के दृष्टिकोण से भी हमें इन नदियों को साफ करना होगा। इनके माध्यम से हमारे जो अंतर्देशीय जलयान चलने वाले हैं, जिससे हम परिवहन और पर्यटन को बढ़ावा देने की बात सोच रहे हैं, इस कार्य को मज़बूती प्रदान करने के लिए भी इन नदियों को साफ करने की जरूरत पड़ेगी।

इन्हीं बातों के साथ मैं इस बिल का समर्थन कर रहा हूं। एक बार पुनः मैं आपका आभार प्रकट करता हूं कि आपने मुझे इस महत्वपूर्ण बिल पर बोलने का अवसर दिया। धन्यवाद।

SHRI K. CHANDRAN PILLAI (Kerala): Mr. Vice-Chairman, Sir, at the outset, I appreciate the hon. Minister for initiating the Inland Vessels (Amendment) Bill, 2005. There are pressing needs, which have emerged in a big way in our country. The question of utilising the potential of waterways is the background for this amendment. The main Act of 1970 was amended later in 1977. First of all, I wish to make a comment regarding the totality of the amending Bill, the question of extension of our water limits as well as providing flexibility for the classifications and that for the jurisdiction of various zones. Instead of bringing forward this kind of a Bill, they should have brought forward a more comprehensive Bill. This is my opinion. Instead, a piecemeal type of legislation will lead to a situation where immediately after some time, we have to go in for another amendment. Why I am saying this is because while considering the requirement of a vibrant inland water transport system, both for the passenger as well as the goods, we have to see how the new technological advantages can be incorporated in improving the vessel efficiency in a variety of vessels. I think, only with such a broad futuristic view, we can come up with such a legislation. This is my first comment.

Secondly, from the Kerala point of view, I want to say that in ancient times, the utilisation of waterways was far better than the present-day times. For example, in ancient times, in Kerala, from Kasargod to Trivandrum, — the two extreme districts — a single-stretch waterway was in operation. Still, we are not able to rejuvenate and revitalise that for the proper utilisation. This is an example. Even between Tamil Nadu and Kerala, up to Kolachal, there was a waterway which is now not operative. So, these types of issues are actually forcing us to look into the matter more keenly in order to see that all such ancient waterways are also being operated for the betterment of the economy at large. But the point is, as many of the previous speakers rightly pointed out, in that regard, the vital issue is dredging, dredging as a challenge. I will put it as a challenge. In that way, it is not incorporated in this legislation also. In Kerala, the National Waterways declared the Kollam-Kottapuram a major waterway. We are now actively involved in that thing and, within one year, we will be able to put that in operation. That is our target. So many problems are there. That is why, the Minister is looking at me. Sir, while saying that, I want to mention that a rehabilitation clause should also be added here in the Bill, rehabilitation of those who are doing fisheries activities there. Large-scale nets are available in all these major waterways. So, while we are widening and deepening the waterways, the rehabilitation of the fisherman community is also an important issue. The removal of sand or mud is also causing some problem. Then, there is the question of encroachment. That problem is also there in a big way towards the banks of all these waterways. So, that part should also appear here in this amendment Bill.

Further, I want to say that certain definitions are to be made more unambiguous. For example, in the case of 'vessels', some definition is here, but, I think, to take stock of the whole situation for the coming years, a more competent, unambiguous and clear-cut definition is required. It is applicable for 'vessel' as well as for 'inland water' itself.

My another submission is, in clause 3 (1) (c) and (g), I think, the 'harbour water' should also be included as a specific area to facilitate the transportation between ship to shore. It is not here. That will be better for operating such a thing. We need to provide it from ship to shore.

Another thing that I want to say is regarding the pollution aspects and the penalty clauses. As Ahluwaliaji has rightly said, one thing is lacking in that area. Any strict legislation to address the pollution issues should be welcomed and encouraged. But, at the same time, I want to say that those who are involved in this, either person or a company, should also get an opportunity to be heard. That has not been addressed properly here; that is one lacuna. Pollution of waterways is a big question. We are experiencing that even in our waterways at Kuttanadu. Pollution is a big problem, especially pollution through plastic. But while restricting and discouraging that and while applying the penalty clauses, the persons or companies that are blacklisted should also be given an opportunity to place their points of view. It would be unfair if that is not done.

My next point is regarding Clause 5 which relates to temporary validity certifications. At present, temporary permits are for five days. My opinion is that this period is too short; it could be enhanced a little.

One more thing which has already been mentioned here is about show-cause notices and stay on operations. In Kerala too, industrial goods are mainly transported through barges. When our officials make spot visits and identify certain lacunae or errors, the immediate step taken is to stop the, operations of the vessel. That is not right. I totally agree that the right course and procedure needs to be followed, but putting a halt or arresting the operations of the vessel would affect the industries that are operating there and contributing to the economy in a big way. The officials are not very considerate about that. Hence, that point should also be considered seriously and measures taken.

Sir, these are the points I wished to submit. With these words, I conclude my speech.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you, Mr. Chandran Pillai. Now, Shrimati N.P. Durga; please don't take more than five minutes.

SHRIMATI N. P. DURGA (Andhra Pradesh): Sir, I am very thankful to you for permitting me to speak on this piece of proposed legislation which aims to amend the Inland Vessels Act, 1917.

Sir, India is blessed with many rivers, canals, backwaters, lakes and creeks on which inland water transport has flourished in the past. Sadly, however, the potential and the need for development of the sector were overlooked. Also, with the advent of the rail and road modes of transport, the mode of inland water transport declined. I would not hesitate to say that the successive governments have shown little interest in exploiting the growth potential of inland water transport. This becomes clear if you look at the last amendment made to the above Act. It was done three decades ago. The Government's decision to amend the Inland Vessels Act, 1917, at least now is better late than never, as it could steer the course of the near dormant yet high growth potential of our inland water transport sector. The main thrust of the Bill is to amend the Act from the perspective of developing the sector, enhancing safety of the inland water transport operations and introducing measures to protect the environment, etc.

Sir, the total length of navigable waterways in India is about 14,500 kilometres, of which 5,700 kilometres is navigable by mechanically propelled vessels. This clearly shows that we are not able to use optimally even 40 per cent of the available waterways. For this purpose, we need to develop and declare more and more waterways in the country. So far, we have got only three waterways which have been declared as National Waterways. The last waterway declared as National Waterways was one-and-a-half decades ago, that is, in 1993. Since then we have not declared any waterway in the country as National Waterway even after techno-economic studies by the IWA. In this connection, I just wish to give you an example of my own State of Andhra Pradesh. Sir, the State Government has long back submitted a proposal for declaration of river Godavari, between Bhadrachalam and Rajahmundry, along with river Krishna, between Wazirabad and Prakasam barrage and integrating the same with Kakinada canal, Eluru canal, Commanur canal and Bukingham canal as National Waterways. This proposal has already been studied and found viable by the Inland Waterways Authority of India more than two years ago. In spite of IWA's approval, the Government has not declared it as a National Waterways. Now, it is pending before the Ministry for declaring the above as National Waterways and taking up the developmental work. So, this is only an example which shows how Government is lethargic in taking decisions and jeopardizing the potential that we have in this sector.

The second point I wish to make is this. The development of this sector will ultimately depend on the flow of investments, both public and private. And, attracting investments in the sector is a crucial step for all-round development. The NDA Government had decided to permit automatically for FDI up to 100 per cent in this sector. But, if you look at the investments in this sector, it is miniscule. So, I would like the hon. Minister to put more emphasis on attracting FDI in this sector so that the left out 8000 and odd Kms. of waterways could be developed.

Sir, clause 3 explains about 'inland vessel' or 'inland mechanically propelled vessel' as mechanically propelled vessel. But it has barred fishing vessels and ships that have been registered under the Merchant Shipping Act as inland vessel or inland mechanically propelled vessel. So, I request the hon. Minister to explain the reasons behind not including fishing vessels and ships under clause 3 of the Bill.

Sir, clause 6 of the Bill proposes to amend Section 19-1 of the parent Act and wanted that the owner, or master of the vessel be allowed to submit his application for transfer after 36 months from the present period of 12 months. I fail to understand the rationale behind this. I request the hon. Minister to explain the reasons behind this and justification for increasing the period to 36 months.

The Standing Committee on Transport also observed and I wish to reiterate that the amendments brought by the Government are too little and there is an urgent need for overhaul of the parent Act for the development of inland waterways. So, I request the hon. Minister, to bring before the House a comprehensive bill to overhaul the Inland Vessels Act, 1917. Thank you.

SHRI T.R. BAALU: Sir, first of all I thank all the Members of Rajya Sabha who have participated in this discussion, especially Shri Ahluwaliaji, Shri Shantaramji,

Shri Krishna Yadavji, Shri Chandran Pillaiji and Madam Durga. In fact, I am rather honoured for having received so much of inputs while discussing the matter in this august House. Hon. Members made elaborate explanations. Some of the suggestions made by them may not be relevant to this Bill, but they are, at the same time, good inputs for on-going amendments or may be taken up for Inland Vessels Act. If need arises, we will include all these things. First of all, why this Bill? This Inland Vessels Act was enacted in 1917 and the first amendment was taken up in 1977. Sir, some of the hon. Members have asked whether the Indian Maritime Policy is in place. Yes, we have already drafted a new National Maritime Policy and it is about to be approved by the highest competent authority of India. I am not waiting for the approval but we are making a lot of developments even before the approval because if we lose a day the developments will not be as expected by our UPA Government as well as by the nation. So, the development has to take place simultaneously. Definitely, it is going to be approved by the competent authority and will be placed before the Parliament also.

Sir, to commensurate the developmental activities in a particular sector, it is necessary to get this Bill passed by both the Houses of Parliament. Sir, with the considerable increase in inland waterways activities since the last Amendment in 1977, and also taking into account the operational difficulties in the present scenario, and need for prevention and control of pollution in inland waters and compatibility of vessels for insurance against third party risk, there is a felt need to amend Inland Vessel Act, 1977. Sir, there are 68 amendments in 14 categories. This Bill includes extension of inland water limits to cover smooth and partially-smooth water. Previously, the limit of inland water was up to river water plus tidal effect at the confluence of the river and sea. Hitherto, the Indian Vessel Act had jurisdiction for river water plus the tidal water area, but beyond that, we wanted to extend the limit, the jurisdiction, of inland water. So, we are extending it into the sea up to the smooth and partially-smooth area. That is the crux of the Amendment.

Next, it will help dividing inland waterways into three zones. First zone is up to 2 metres of wave-height; second zone is up to 1.2 metres; and third zone is up to 0.6 metre. Why have these zones been divided? Sir, if we give a licence to a particular vessel, we have to see that stability-wise, strength-wise and construction-wise, the vessel should be capable of sailing in a particular area. that extent, we can permit the vessel. If wave height is 0.6 metre, to if it is 1.2 metres the vessel should have more strength and construction should be sturdier. If it is 2 metres, vessel should be further strengthened. That is why, all the zones have been cited out in this particular Amendment.

Then, it will help induction of trained manpower from the Army, the Navy and the Coast Guard. Hitherto, it was not available. It will facilitate making provisions for insurance of vessels against third party risk compatible with the Motor Vehicles Act, 1988. Hitherto, this provision was not there. That is why, this Amendment is necessary.

Insertion of new Chapter in the Act on pollution of Inland Waterways by inland vessels and to regulate discharge made by the vessels, it is the most important Amendment that we need. In the same way, we have got so many amendments, which were not there till now, or not given proper importance.

Sir, I want to reply to the queries of some of my friends one by one. Mr. Ahluwalia has raised some of the most important issues. He mentioned about...*(Interruptions)*...

SHRI V. NARAYANASAMY (Puducherry): Mr. Ahluwalia is not here.

SHRI T.R. BAALU: Whatever it is; he used to be like that only. He will speak and go. That is his nature. He specifically mentioned about dredging. Dredging of waterways is the most important...*(Interruptions)*...

SHRI V. NARAYANASAMY: Sir, hon. Minister is replying to the query of a Member who is not present here.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): See, whether a Member is here or not, whatever reply the Minister wants to give, he can give

SHRI C. RAMACHANDRAIAH (Andhra Pradesh) Sir, a Member represents millions of people. So, the Minister is answering to the Nation.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): The Minister is already replying ...*(Interruptions)*...

SHRI V. NARAYANASAMY: Is it not the duty of a Member of Parliament to listen to the reply of the Minister?

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Narayanasamyji, hon. Minister is replying. Please, sit down...*(Interruptions)*...

प्रो. राम देव भंडारी (बिहार): महोदय, आपकी रूलिंग होनी चाहिए कि जो मैम्बर बोले, वह reply के समय सदन में उपस्थित रहे। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Whether the Member is here or not, whatever he spoke is already on record. The Minister is replying. Please, don't create a problem.

SHRI T.R. BAALU: Sir, including Mr. Ahluwalia, there were other Members also .who insisted upon dredging. Dredging is the most important thing. As and when the particular river water is silted, the proper draught will not be available. If the proper draught is not available, the vessels cannot sail. So, it is the most important point raised by Mr. Ahluwalia, for which I am thankful to him. Definitely, it is the most important point. Previously we were having seven dredgers. Now, the Government of India has already indented for six more vessels so that the depth that we require is available in all the areas, in all the water bases, whether it is the monsoon period or whatever. Whenever erosion or silting is there, definitely, these vessels will be put into operation and the proper waterways draught will be maintained.

Mr. Shantaram Laxman Naik made many important observations. Firstly, he mentioned about the delay and said that the Bill has taken two years time. You are correct. It was introduced in December, 2005. So, it is delayed by three years but this delay is not on the part of the Department. I will give you all the facts in serial order so that you can identify what went wrong. On 8th December, 2005, the Bill was introduced in Rajya Sabha. It was then referred to the Parliamentary Standing Committee. On 21st March, 2006, the Parliamentary Standing Committee submitted the

report with eleven recommendations. Some eleven recommendations were examined by the Ministry and were circulated for the Inter-Ministerial consultation. The meeting of the Inter-Ministerial Consultation concluded on 23rd November, 2006. It was sent to the Cabinet on 28th February, 2007. The Cabinet approved it on 15th March, 2007. Now the Bill has been reintroduced. The delay was due to all this. I don't think that the department has taken more time.

THE VICE CHAIRMAN (PROF. P.J. KURIEN): We are also responsible for the delay.

SHRI T.R. BAALU: Sir, he said that the DG (Shipping) is harassing the barge owners. It needs to be corrected or redressed. Sir, actually, this observation is not at all correct. There is no provision in the Bill for stoppage of any vessel. Suppose, if it is the case of pollution and the particular vessel is polluting the particular waterways, definitely, it has to be stopped.

As far as NMDP, the National Maritime Development Programme, is concerned, I have already said that this programme is in place. The policy is in place but it has not yet been approved by the competent authority. In the National Maritime Development Programme, we have identified about 276 part projects and 111 shipping projects, and, both taken together, around 387 projects have been identified. You should not think that we have only identified the projects and we have not executed them. More than 20 to 25 projects are ongoing projects. We are developing these projects simultaneously. Even before proper approval, we are developing the projects. All the projects are ongoing. Many projects are ongoing. At the same time, an amount of Rs. 10,500 crores has been identified for the particular IWT sector alone.

Next is the discharge of oil, oily mixture in the inland water. Section 54 E deals with hazardous environmental pollution. Sir, we will take steps through rules that there is no harassment, but as far as the pollution control is concerned, we will be very, very strict. There is no second opinion at all.

[MR. DEPUTY CHAIRMAN in the Chair.]

As far as section 549 is concerned, concerns have been expressed about the inspector raj. Sir, the reception facilities are to be made available at the inland ports. It is to be necessarily checked and if the port has not made any efforts, there is every justification in stopping the operation of particular port. There is no compromise on this issue. Shri Nand Kishore Yadav made some valuable suggestions.

Shri Nand Kishore Yadav has expressed some general concerns about the pollution of the rivers, especially, about those which are crossing the cities. I have already mentioned about adequate water dumb maintenance. We have to make use of the dredges. We have to dredge the particular waterways. Definitely, we will consider all your requests.

Shri Chandran Pillai made many attempts to convince me to do something for Kerala. I will definitely try. I met consecutively three Chief Minister, especially, with regard to Kollam-Kottapuram Waterways. There are a lot of things to be addressed

by the State Government. I met three Chief Ministers and had requested them. In fact, all the three Chief Ministers tried to do something. But the fishermen who are spreading the nets on the waterways, they are not removing them. Where is the chance for any vessel to ply on these waterways? There is no waterway at all. That is why it is for the State Government to come forward and help me. Money is not a problem. There is no paucity of funds, as far as implementation of the National Waterways is concerned. It is an existing waterway. I want to help them. But in spite of my three trips to Kerala for this purpose alone, it has not yielded very good results. I request the State to do the needful. Once again, I will meet the Chief Minister.

PROF. P. J. KURIEN: What is it that the Kerala Government has specifically to do?

SHRI T. R. BAALU: They have to specifically help me to interact with the fishermen community in order to remove the fishing nets right across the waterways. That is the problem.

Madam Durga has mentioned something about the declaration of Mettur Waterways. It has been approved by the Cabinet and, I think, it is before the Parliament. Both the Houses have to approve it. From Kakinada-Yelluru up to Tamil Nadu-Puducherry, we are going to do more than 1,000 kilometres of waterways. It has to be notified. The Cabinet has already approved the proposal. Both the Houses have to approve the Bill. The Bill is before the Parliament.

SHRI RAVULA CHANDRA SEKAR REDDY: Is there any time-bound programme? It is a long-pending request.

SHRI T. R. BAALU: I can't assure. I can only submit before the Parliament. I can only submit before the Cabinet. As far as the Ministry is concerned, I have got the approval trom the Cabinet. I got it approved.

MR. DEPUTY CHAIRMAN: Is the Bill before the Standing Committee?

SHRI T. R. BAALU: The Standing Committee has examined it and submitted its Report. We are in the process of reintroducing it in the Parliament. The system is there. It has to be activated. We have to accept it.

In this case, I thank all the Members who have participated in this discussion and all the valuable suggestions will be taken into consideration during the course of its implementation.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill further to amend the Inland Vessels Act, 1917, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 to 4 were added to the Bill.

Clause 5 - Insertion of new Section 9A

Temporary Permit

MR. DEPUTY CHAIRMAN: In clause 5 there is one amendment (No.3) by the Minister.

SHRI T. R. BAALU: Sir, I beg to move:

That at page 2, line 34, ***for*** the words "thirty days" the words "forty-five days" be *substituted.*

The question was put and the motion was adopted.

Clause 5, as amended, was added to the Bill.

Clauses 6 to 14 were added to the Bill.

Clause 1 - short title and commencment.

MR. DEPUTY CHAIRMAN: In clause 1 there is one amendment (No. 2) by the Minister.

SHRI T. R. BAALU: Sir, I beg to move:

That at page 1, line 2, ***for*** the figure "2005" the figure "2007" be *substituted.*

The question was put and the motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula.

MR. DEPUTY CHAIRMAN: There is one amendment (No.1) by the Minister.

SHRI T. R. BAALU: Sir, I beg to move:

That at page 1, line 1, ***for*** the word "Fifty-sixth" the word "Fifty-eighth" be *substituted.*

The question was put and the motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

SHRI T. R. BAALU: Sir, I move:

"That the Bill, as amended, be passed."

The question was put and the motion was adopted.

The Warehousing (Development and Regulation) Bill, 2007

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): Sir, I move:

"That the Bill to make provisions for the development and regulation of warehouses, negotiability of warehouse receipts, establishment of a